

-SEA WORLD MASTER PLAN UPDATE- **TRAFFIC MITIGATION REQUIREMENTS**

Timing of Traffic Improvements:

Timing for project related roadway mitigation measures would be tied to a monitoring program due to the relative uncertainty of future SeaWorld visitors based on the previous ten-year flat attendance record. The monitoring program will commence one year after approval of the Sea World Master Plan Update by the California Coastal Commission. SeaWorld Adventure Park agrees to a Roadway and Parking MMRP as outlined below. The monitoring program would involve the following major elements:

1. SeaWorld will conduct annual 24-hour tube counts (ADT's) at all SeaWorld leasehold access points to determine whether there has been an increase in traffic generation. The counts would be done on a Tuesday, Wednesday, and Thursday for two separate non-holiday summer weeks in July or August. The six days of counts should then be averaged to provide documentation of the daily variation and the average peak hour segment and daily volumes. This traffic generation level would be compared to 2000 counts to determine whether there had been an increase in traffic. If no increase in traffic generation has occurred then no mitigation measures would be implemented. Conversely, if a traffic generation increase has occurred then intersection counts would be conducted for key intersections identified in the following measure and the appropriate level of mitigation would be implemented.
2. SeaWorld will conduct 24-hour tube counts (ADT's) on Sea World Drive at two locations (between I-5 and Pacific Highway and between Friars Road and Sea World Way). The counts would be done on a Tuesday, Wednesday, and Thursday for two separate non-holiday summer weeks in July or August. The six days of counts should then be averaged to provide documentation of the daily variation and the average peak hour segment and daily volumes.
3. SeaWorld will conduct peak hour intersection counts at Ingraham Street/Perez Cove Way, Sea World Drive/I-5 NB Ramp, Sea World Drive/I-5 SB Ramp, Sea World Drive/Pacific Highway, and at Sea World Drive/Friars Road. The counts should be done for one day on a Tuesday, Wednesday, or Thursday in July or August, during the period that the tube counts are conducted. These volumes should be used for analysis purposes.
4. Intersections as identified in **3.** above, which are operating at LOS E or LOS F will be analyzed to determine if a significant impact is caused by SeaWorld traffic based on the City of San Diego criteria (delay increase of 2.0 seconds or more at LOS E or F). If the analysis determines that SeaWorld traffic causes a significant impact, SeaWorld will be

responsible for mitigating such significant impact. Since improvements should be completed concurrently with impacts, SeaWorld will construct the improvements under a City public improvement permit with bond within one year of identification of the impact unless they are a part of a City of San Diego Capital Improvement Program (CIP).

All analysis above must be completed and turned into the City's Transportation Development Section by September 1 of each year. A list of mitigation measures that would achieve a reduction in impact is listed below.

Roadway Segments:

- A. At the time the monitoring program indicates that it is necessary, one of the following measures shall be undertaken by SeaWorld.
 - 1. SeaWorld shall widen SeaWorld Drive to six lanes between West Mission Bay Drive and Friars Road. SeaWorld shall bear the initial cost of this work but shall be reimbursed by future development based on the City's standard fair-share contribution formula, or
 - 2. If the City has formed a CIP for the combined improvements to Sea World Drive and its interchange with I-5, SeaWorld shall contribute to the CIP an amount which is equivalent to 44 % of the estimated cost of widening Sea World Drive to six lanes between West Mission Bay Drive and Friars Road.
- B. Install signal coordination on Sea World Drive from Friars Road to I-5 Northbound Ramp and construct a 400-foot extension of the eastbound right-turn lane on Sea World Drive at the I-5 Southbound on-ramp. SeaWorld's cost participation shall be 100%.
- C. At the time the monitoring program indicates that it is necessary, widen the West Mission Bay Drive bridge to six lanes and widen southbound West Mission Bay Drive to three lanes between the bridge and the eastbound I-8 on-ramp. These improvements would be included in the City's CIP No. 52-643. SeaWorld's fair share contribution to the cost of widening the bridge and creating three southbound lanes between the bridge and the eastbound on-ramp to I-8 shall be 47 percent of the City's cost of these improvements.

No mitigation is required for Sea World Drive, if A.1 described above is implemented, or CIP improvements are made pursuant to option A.2.

Key Intersections:

- D. At the time the monitoring program indicates that it is necessary, SeaWorld will reconfigure the Ingraham Street/Perez Cove Way intersection to remove the split east/west signal phasing, by combining the westbound thru movement with the right-turn

movement to create dual left-turn lanes and a shared thru/right-turn lane. The only pedestrian crossing across Ingraham Street should remain on the north leg (north side of the intersection). SeaWorld's fair share for this improvement is 100 percent.

- E. At the time the monitoring program indicates that it is necessary, SeaWorld shall make fair share contributions for the following interchange improvements at the specified percentages: Dual northbound to westbound left-turn lanes on the northbound I-5 off-ramp and widen the westbound approach to the northbound on-ramp to provide a separate right-turn lane (29 percent).
- F. At the time the monitoring program indicates that it is necessary, reconstruct the Sea World Drive/Pacific Highway intersection to provide six lanes of thru traffic on Sea World Drive. The southbound right-turn movement from Sea World Drive to East Mission Bay Drive (Pacific Highway) would be shared with the thru lane by converting the existing southbound right-turn lane on Sea World Drive to provide three southbound thru lanes and one southbound right turn lane. Sea World Drive south of Pacific Highway shall be widened for about 300 feet plus a 600-foot taper. SeaWorld's fair share of the cost of these improvements shall be 36 percent.

The northbound lane addition shall be carried through the intersection to the Sea World Drive/I-5 SB on-ramp intersection by widening Sea World Drive to provide a third northbound (eastbound) lane that starts about 300 foot south of (west of) Pacific Highway and traps (ends) as a right-turn lane at the southbound I-5 on-ramps. Both curb lanes on Sea World Drive at Pacific Highway shall be 20 feet wide to accommodate right-turn sneakers. This measure is 100 percent SeaWorld's responsibility.

- G. At the time the monitoring program indicates that it is necessary, a third, westbound right-turn lane shall be added to the westbound I-8 off-ramp to West Mission Bay Drive intersection to create a configuration which will consist of dual, westbound left-turn and triple, westbound right-turn lanes. SeaWorld's fair share estimate shall be 28 percent. This improvement will only be required in the event the West Mission Bay Drive bridge is widened to six lanes.

Freeway Ramps:

- H. At the time the monitoring program indicates that it is necessary, SeaWorld shall make fair share contributions for the following interchange improvements at the specified percentages.
 - 1. Separate right-turn lane on westbound SeaWorld Drive to the northbound I-5 on-ramp (50 percent);
 - 2. Additional storage lane on southbound I-5 on-ramp (27 percent).

Ramp improvements included in Mitigation Measure C described above would relieve impacts to the West Mission Bay Drive eastbound I-8 on-ramp.

- I. Provide traffic officers at the 1-5/Sea World Drive interchange during busy days to override the traffic signals and respond to traffic conditions, if the City of San Diego and Caltrans concur.
- J. Improve lane management at the entrance gates to maximize vehicle storage as well as help visitors waiting in line to determine which lanes are open or shorter.
- K. Distribute promotional material to employees and repeat patrons that would promote I-8 or Ingraham Street as alternative routes to SeaWorld.

Parking:

- L. Timing for project-related parking mitigation measures would be tied to a monitoring program due to the relative uncertainty of future SeaWorld visitors based on the previous ten-year flat attendance record. The monitoring program will commence one year after project approval by the California Coastal Commission. The monitoring program would involve the following major elements.
 - 1. Generate an annual summer parking demand report using SeaWorld's vehicular toll booth and patron data. The report should include the overall, peak, and overflow parking demands;
 - 2. Identify the encroachment impacts of all planned park attractions upon the existing parking supply. The timing for each planned attraction has not been identified at this time; therefore, the timing will be determined by the parking monitoring program;
 - 3. Identify the parking-design-day when the demand for the available 8,000 parking spaces (paved and unpaved) is exceeded during most summer weekends;
 - 4. Identify the parking structure supply;
 - 5. Identify the parking demand thresholds to trigger the paving of the adjacent overflow lot, provision of alternative/satellite parking, and/or the construction of the parking structure;
 - 6. Explore and implement alternative/satellite parking locations and shuttle/MTDB transit operations as appropriate to meet the parking demand; and
 - 7. Building permits may be withheld if it has been established that additional parking

must be provided, and SeaWorld has not provided the needed parking.

- M. At the time the monitoring program determines that it is necessary, complete one or more of the following improvements, as dictated by the monitoring program: (1) pave the existing unpaved guest overflow parking area located in the southwest corner of SeaWorld Master Plan Update Area 2; (2) implement offsite parking or shuttle/MTDB transit options; and/or (3) construct the planned parking structure.